

CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

CONFIDENTIAL

SECURITY INFORMATION

50X1-HUM  
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COUNTRY Czechoslovakia/East Germany

REPORT

SUBJECT Waterways and Industrial  
Installations

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installations, [redacted]B. [redacted] the Poldina Hut plant of the United Steelworks  
National Corporation, at Kladno [redacted]

To: ORR

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STATE ARMY NAVY AIR FBI AEC [redacted] 50X1-HUM

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50X1-HUM

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Next 1 Page(s) In Document Denied

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CONFIDENTIAL**A. LABE RIVER PORT, DECIN (see sketch "A")****1. Planning**

At a meeting of the works council of the CSPL shipyard at DECIN (VS 4426) in Summer 1953, it was announced that the entire DECIN [ ] was to be rebuilt. Plans were ready which provided for the erasing of all installations between the road bridge (1) and the railway bridge (2). The river-road, LABSKA STRIDA was to be done away with and the area set out with a number of warehouses served by a railway siding. This work was to commence as soon as the new quay (3) was completed. The whole [ ] was to be completed before work was commenced upon the new river locks at DOLNI GRUNT (see para "B").

50X1-HUM

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**2. Present State**

- a) Directly NW of the railway bridge (2) a new quay is in building. This extends from the bridge, in a northerly direction as far as the village of LAUBE at VS 46 27. In July 1953 work had not been completed. The wall of the quay is of ferro-concrete and is about 8 m deep. In July one warehouse had been built on the quay (4 on sketch). This was about 80 x 15 x 18 m, and it was planned to build such stores along the whole length of the quay. [ ] it was planned to instal modern loading devices on the quayside, but none was in evidence [ ]
- b) The CSPL buildings [ ] comprise at the moment essentially the administration building (5) and the stores (6). It is planned to add to these the small building (8), which is to house fire appliances, the Arsenal for the works militia and a meeting room for the militia.
- c) Present loading facilities [ ] are eight aged cranes (7) with a capacity of about 2½ tons each.
- d) The block House (9) is unoccupied.

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**3. CSPL, DECIN - Personalities**

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- a) KLOUDA (Vaclav ? ) - General manager, a Czech, [ ]
- b) MRAVEC, Albert - Business manager, a Slovak [ ] who is also Security Officer of the works.
- c) BENEDIKT, fnu - Chairman of the Works Council. a Czech [ ]
- d) BAUR, Frantisek - a militia-member, Czech, [ ]

50X1-HUM

/2.....

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50X1-HUM

CONFIDENTIAL

- 2 -

B. LABE WATERWAY1. Dam and Lock at DOLNI GRUND VS 4534

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it was planned to build a dam and lock directly on the German border, at the point VS 453 347, unless it should be possible to come to an agreement with the German authorities, by which the dam should be built somewhat further to the North.

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it is designed to raise the river level in the gorge through the ELBSANDSTEIN Gebirge by some 10 m.

2. Proposed locks at PIRNA and POVRLY

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it is proposed to build a dam and lock at PIRNA, VS 2546, to raise the water level at KOENIGSTEIN, VS 3541, and at POVRLY, VS 4414, to lessen the current between USTI nad LABEM and DECIN

C. CSPL RIVER FLEET1. two new CSPL motor tugs, the "DUKLA" and the "SOKOLOVO". 50X1-HUM

Both of these are side paddle tugs of similar strength and construction. Each is fitted with two OKD diesel motors of 350 hp. The original contract called for two motors each of 525 hp and this contract OKD accepted and was then unable to fulfil within anything like the agreed time of completion. On that account CSPL was offered a motor of similar power but lower rate of revolutions to that originally agreed. Eventually it became impossible to supply even these engines and the present 350 hp motors were offered in their place, and CSPL had no alternative but to accept. These lower powered motors had a higher rate of revolution than the motors for which the vessels were built and this necessitated fitting new reduction gears between motor and paddles.

On her third trial the "DUKLA" split a cylinder block and has been laid up at USTI ever since.

The "SOKOLOVO" made her first trial in June 53, in which she fractured a main bearing. In July she also was laid up at USTI-VANOV.

Despite the fact that the fittings of the tugs are most modern, the material used is of poorest quality. Each tug is fitted with twenty electric motors to operate winches, towing lines etc. Even in the trials many of these were in need of repair.

2. two further tugs are berthed at the "PRAGA" shipyard, PRAHA-LIBEN, engines installed and building completed with the exception of the accommodation fitments. 50X1-HUM

These are the motor tugs "SUMAVA" and "TATRY". They are of similar build, with after paddle wheel

CONFIDENTIAL

/3.....

CONFIDENTIAL

CONFIDENTIAL

- 3 -

and are each powered by one 525 hp diesel. The construction of these vessels has been remarkably slow, mainly due to unbelievable mistakes. In Autumn 1952, when the paddle wheels were to be fitted, it was found that they were too large to pass into the paddle boxes and the boxes had to be rebuilt accordingly.

3. CSPL plans to build eight further motor tugs and to scrap some of their existing traffic. No details known. 50X1-HUM

4. Since the amalgamation of CSPL and CSPO (now CSPLO), former ODER vessels now ply on the ELBE. [redacted] Traffic on the ODER had fallen off considerably of late, but the reason is unknown.

D. CZECH - GERMAN FRONTIER CONTROLS

1. Form

[redacted] the form of control on the Czech-German frontier was not changed or made more strict after the disturbances of 17 June. On the German side of the border two or three Russian soldiers were always present, and sometimes a Russian in civilian clothing. [redacted] 50X1-HUM

[redacted] the number of German uniformed officials carrying out an examination varied from eight to eighteen. 50X1-HUM

2. Documentation

The following instruction applies since June 1953 to all Czech seamen who are in possession of National Service papers (Vojenska Knizka) and are travelling outside of the CSR:

Before passing out of the CSR the Vojenska Knizka must be given up personally to the local military commander (Vojenske Velitelstvi), against receipt. This receipt he must hand over to the police authorities at his port of embarkation, together with his identity card (Obcansky Pruzak). For these he receives a further receipt. This receipt he exchanges for a third receipt with the Czech frontier authorities on leaving the country. On the return journey the whole proceedings are reversed.

If an ELBE seaman is staying only three days in the CSR before making his next trip, he still finds it necessary to go to endless trouble to recover his identity document and national service papers, as to be controlled by the police inside of the CSR and not to have those documents to hand would mean being held pending investigations.

E. GENERAL CONDITIONS IN THE CSR

50X1-HUM

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/4.....

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50X1-HUM

- 4 -

1. Currency Reform

[redacted] the SKODA workers at PILSEN had struck, on June 1, and that one striker had been killed in the trouble which followed. The SKODA workers were particularly enraged as they had been paid two weeks or a month's wages in advance, in May. When the advance was offered they suspected the result and refused it till they had been assured by a representative of the Ministry of Finance that the currency was stable and that no reform was in view.

Payments made by State enterprises in June on work carried out before 15 May were paid at a rate of 1:50; work carried out between 15 May and 1 June at a rate of 1:5; this led to the following discrepancy.

The CSPL vessel "JESTRAB" had been five months under repair in HAMBURG and returned to DECIN on 3 Jun 53. During their stay in HAMBURG the crew had been drawing DM 40 per week against their accounts. When their paybooks were made up in DECIN they found that their earnings had been devalued at 50:1 and 5:1 so that they were heavily in debt to the firm. The crew protested but the chairman of the Works Council ruled that the case should stand and forbade the crew to say another word about it.

The Czech population was in general downcast and infuriated by the reform, as having eaten up the life's savings of all thrifty persons. [redacted]

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On 1 June, however, a woman entered the general store or "LUR" in DECIN, to buy furniture and was so furious at the devaluation that she scattered Kc. 40,000 among the customers and left.

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2. Controls

At irregular intervals blanket street controls are carried out by the SNB. The most recent of these controls in DECIN was in March 1953. The reason for such controls is unknown but the local population connects them with a search for members of some resistance movement.

The existence of a Czech underground movement is never commented upon by either the Press or the Radio, but from time to time warnings are given to the public to be on the look-out for the activity of Anglo-American parachutists acting as saboteurs or spies.

In May 1953 all householders and caretakers were called to the local police station where a new law was explained to them which had validity throughout the CSR. For each house a "House Book" (Domovni Kniha) was to be made out and kept by the householder or caretaker. In this book the details of every private guest must be entered who stays for the night. If the guest stays 48 hours or more the householder must report to the local police station with the House Book and the identity

CONFIDENTIAL

/5.....

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CONFIDENTIAL

- 5 -

documents of the guest. Failure to carry this out could lead to a fine of Kc.10,000 or imprisonment. The books could be sighted at any time by the police or the SNB. Aimed at control of members of resistance movements, the law became the base of a series of jokes on the difficulty of certain "ladies" in accounting for unexpected guests. The Domovni Kniha was a thin exercise book of poor paper, issued by the police on a payment of Kc.5. Pages were ruled: Name: Forenames: Arrived from: Date of arrival: Departed: Relationship to Host:.

### 3. Food

The population was generally dissatisfied with the food position, mainly because prices were such that the necessary and available foodstuffs could not be purchased by the average family. In the first few days after the currency reform everything was available in the shops, but within a couple of weeks fats and cocoa were again scarcities. By the end of June all butchers' shops were empty of customers as money had given out.

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In most families it was necessary for both husband and wife to work to be in a position to afford sufficient food.

Queues form before most shops every evening as so many women are working that they can purchase their foodstuffs only after factories or offices have closed.

The following food prices were current in July 53:

Rye bread	2.80 Kc per kilo
Coffee beans	300 " " "
Ham	60 " " "
Pork	30 " " "
Cherries (June)	3 " " "
Bread rolls	0.60 " each
Eggs	1.10 " "

50X1-HUM

### 4. Censorship

#### a) Inland

Internal mail is apparently censored only when the sender or addressee are under suspicion by the SNB. Apart from this the privacy of personal mail is no longer a thing which is in any way respected in the CSR. Mail for employees of CSPL, for example, which is addressed via a CSPL office, is frequently opened and read by a CSPL representative before being delivered to the addressee. Any protest has no result.

CONFIDENTIAL

/6.....

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CONFIDENTIAL

- 6 -

50X1-HUM

b) External

Letters between CSR and Western Germany and the other way round all appear to suffer censorship. Letters from CSR to Eastern Germany avoid the censor excepting in the cases of what appear to be occasional snap checks.

50X1-HUM

c) Printed matter

Export of printed matter is allowed only when that material is communist propaganda. Import of printed matter into the CSR from the West is prohibited.

5. Theatre and Film

DECIN possess one theatre, in PODMOKLY, and three cinemas; the "KOTVA", the "SNEZEK" and the "LABE".

The theatre confined its activities to opera, operetta and concerts. Concerts were not well attended but opera and operetta were always sold out. During the last year the following were produced: La Boheme, La Traviata, The Merry Wives of Windsor, Madam Butterfly, Queen of Spades, The Bartered Bride, Halka and Onek Onigin.

In summer of 1952 the last Western film was seen; this was the Italian film "Bicycle Thieves". Since then East German films have been shown over and over again; these include "Das Steinerne Herz" and "Die Rotkarierten", in addition to the "pink" Austrian films "Das Lied der Donau" and "Fruehling am Eis".

6. Radio

Practically all Czechs with opportunity listened to "Radio Free Europe". Listening to this station, or to any other Western station, is not directly prohibited, but what is heard over Western senders may not be repeated as propaganda.

Further transmitters which are frequently tuned in are London, Paris and NWDR. Reception of RIAS is always very bad indeed; presumably jammed.

Most interest is shown in news items which concern the CSR and such broadcasts are always discussed everywhere.

50X1-HUM

As far as music are concerned the older generation listens with most pleasure to old Czech band music, the younger generation to jazz.

7. Reservist Training

From Spring 1953 reservists have been recalled for periods of three weeks.

50X1-HUM

Calling up appears no longer to follow age groups in rotation.

77.....



CONFIDENTIAL

CONFIDENTIAL

- 7 -

Calling up papers  
are received, not as formerly, from the local military command,  
but from the local National Committee, the NARODNY VYBOR.

8. Public Opinion

a) EISENHOWER

50X1-HUM

More is said of America as a major power than of  
EISENHOWER personally.

b) BENES

Very many Czechs believe that BENES either came by his  
death unnaturally or that he was denied the necessary  
medical attention to his recovery; which amounts to the  
same thing.

c) MASARYK, Jan

To-day he is generally accepted as having been a good  
statesman. It is believed that he was thrown out of a  
window to his death and the alternatives of suicide or  
accident are discounted.

d) GOTTWALD

GOTTWALD's death is not understood. Even convinced  
communists find it remarkable that he died so suddenly.  
It is generally believed that he died of "Diplomatic  
Plague" (Diplomaticka mor). Anti-communists are relieved  
at his death and hope for something better to follow.

e) ZAPOTOCKY

Spoken of in the CSR as "Tonda Lopata" (Tony Shovel),  
in reference to his former work.  
He is the subject of many jokes and is not taken too  
seriously.

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9. Communist Influence on Czech Youth

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despite intensive political  
training and party propaganda, young people wanted nothing  
to do with politics. Their greatest interests were for jazz  
and cowboy films; political lectures they accepted as a joke.

In  
laziness or poor work they are supported as their foremen can do  
little without running the risk of being denounced for using  
brutal capitalist methods or on some imaginary political charge.  
In HAMBURG these apprentices wander from one cinema to another.  
They are disillusioned and aimless.

50X1-HUM

/8.....

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- 8 -

50X1-HUM

10. Medical Attention

- a) In DECIN there is a marked shortage of doctors. [ ] each doctor must see about 100 patients a day and received a salary of Kc.1,200 per month.
- b) Patients must visit the doctor where possible. In cases of sudden and acute illness the doctor may be called by telephone, but it is seldom that he can be reached. After 1900 hrs in DECIN they are treated by the Red Cross first aid depot near the PODMOKLY railway station, while sick children are sent to the first aid post at DECIN, Strida 28 rijna, and are treated free of charge. Hospital cases are sent on to the USTI hospital.
- c) Penicillin is difficult to obtain. [ ]
- d) Posters and cinema advertisements frequently call upon the public to offer blood for transfusion.

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On several occasions two nurses have appeared before the screen in DECIN cinemas to persuade women to undergo a short nurses' training "so that they may be in a position to look after their children".

F. RUSSIAN BRIDGING OPERATIONS IN THE ROZ

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1. BITTIKAU, N6/PD 9909

A Russian engineer unit is stationed in the forest to the NE of the elevation marked 37 m. [ ] large numbers of soldiers and about 100 pontoons made fast along the bank to the south of the camp. The river itself was free.

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2. ROSSLAU, P6/UT 1252

On a concreted area on the right bank of the ELBE, in ROSSLAU, stand a large number of tents of various sizes, occupied by Russian Engineers. An unknown number of pontoons line the river bank at this point.

West of the road bridge at ROSSLAU stand six or eight AA guns, on the right bank and about 100 yards from the water. The guns were dug in and the gun teams were housed in earth dug-outs [ ]

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3. AKEN, P6/UT 0050

On 10 Jul 53 a Russian engineer unit was constructing a pontoon bridge of about 30 pontoons, each about 10 m in length and 2.5 m in beam. [ ] the fairway was free and a number of pontoons were moored on either side of the river and the Russians were busy driving very heavy pickets into the river banks.

50X1-HUM

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/9.....

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G. SCHIFFSWERFT, ROSSLAU (see sketch "B")

Till May 53 the yard was seen to be producing coastal vessels from 24 to 40 m in length, which were probably fishing cutters. In May 53 production suddenly switched to river vessels. By July the first of these was nearly complete and two more were on the stocks.

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they would be about 80 m in length and 6 m in beam, with about 800 tons gross. They have twin motors. A rough hull is sketched as appendix "B".

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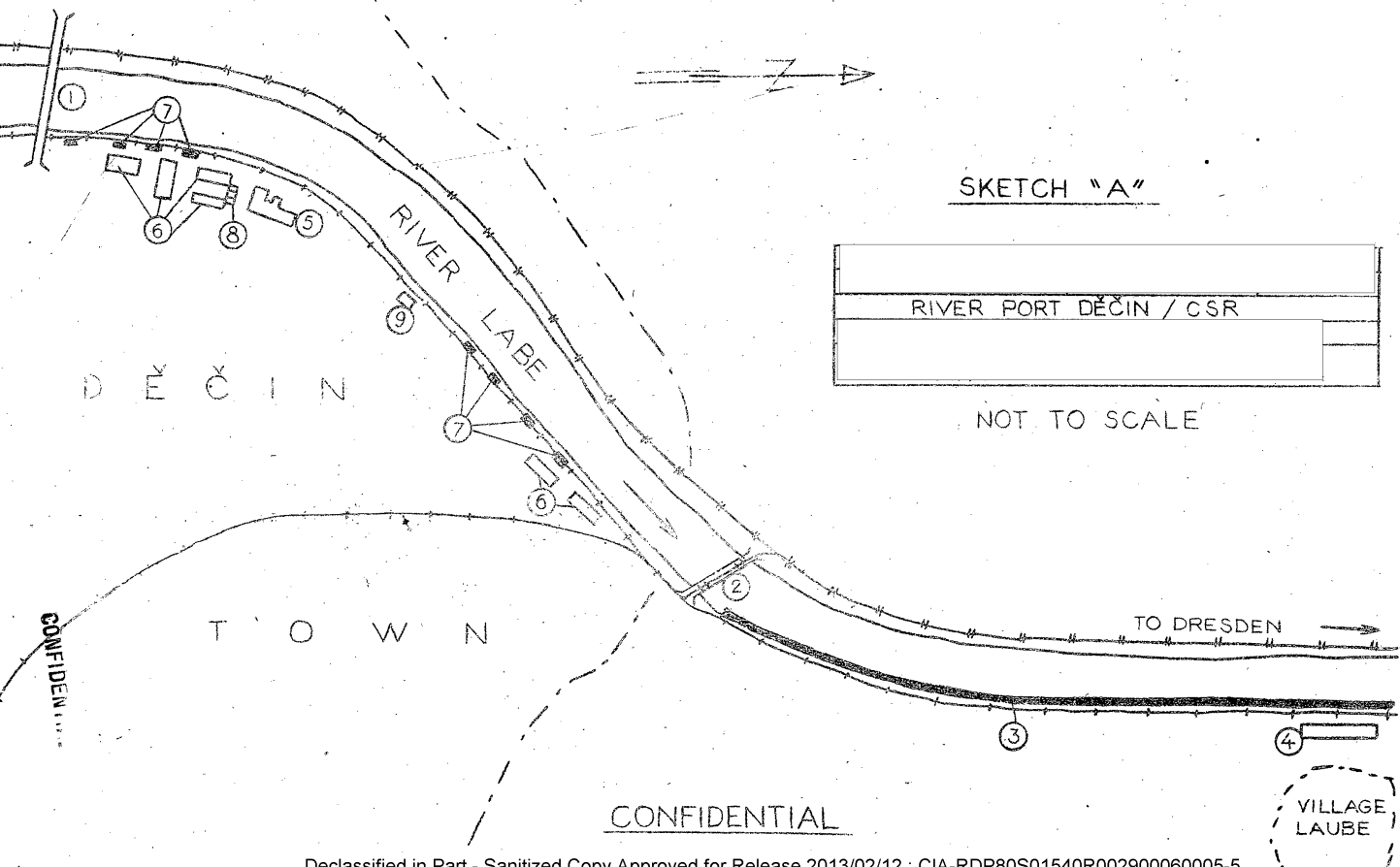
Text to Sketch "A"

- 1) Road bridge
- 2) Railway bridge
- 3) New quay, under construction
- 4) New store
- 5) Administration building
- 6) Stores
- 7) Eight old travelling cranes
- 8) New building for fire appliances  
and militia armoury
- 9) Block house

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SKETCH "A"

RIVER PORT DĚČÍN / CSR

NOT TO SCALE

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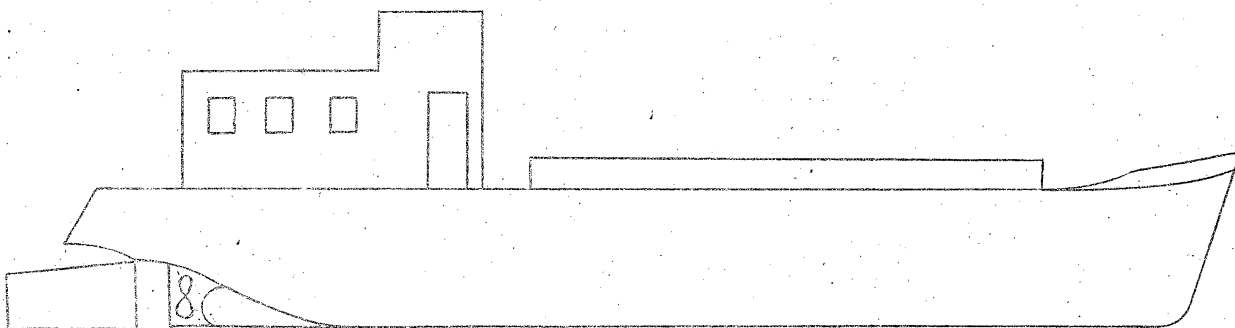
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SKETCH "B"

NOT TO SCALE

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Next 1 Page(s) In Document Denied

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C.S.R. KLADNO. STEEL WORKS - POLDINA HUT N.P.

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1. The works are situated in the Northern outskirts and South of the DUBI railway station.

2. Description and Production of Works

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(Consecutive numbers correspond to figures of attached sketch

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(1) Administration offices, a brick building.

(2) Production Laboratory, a brick building.

(3) Open air store of steel ingots; the ingots on an average measure 1.5 m in length and 40 cm. square. They are produced in the open hearth furnaces and worked in the rolling mills.

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(4) Steel and iron scrap heap.

(5) Stores; a large brick building 15 m high, the following products of the rolling mills are stored here:-

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a) round, flat, square and triangular steel rods of three to six m in length and between five and 40 mm in diameter or thickness. These rods are designated according to quality AKV, AKF, and CRK. the letters A.K. mean non-corrosive. The rods marked CRK are used for production of ball bearings.

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b) Square steel plates of various dimensions which are made of special steel known as "MAX SPECIAL" (no nearer details). These plates are used for production of machine tool parts.

c) Flat bar steel, designated "RADECO" steel of 20 cm in length and from three to 15 mm thickness. This steel to be used for production of milling cutters.

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d) Hard steel plates, designated DIADUR, of seven to eight millimetres thickness and measuring 15 x 20 mm.

50X1-HUM

e) Steel bars, designated T.N., three to four m long and 200 mm in diameter. These are used for production of gears and differentials.

Approximately 40-50 loads of the above mentioned articles are stored here. Four or five loads daily leave the works for PIZEN, BRNO, PRAGUE and the U.S.S.R.

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(6) Open-hearth plant; the shop, 25 m. high, is of steel, concrete and masonry construction with an arched roof. Three chimneys of 60 m. in height and four m in diameter at their base situated on the western edge of the shop.

50X1-HUM

- 3 -

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Installed are four open hearth furnaces, electrically operated, and two large overhead travelling cranes each of 50 tons capacity. Production figures unknown.

(7) Rolling mill, of brick and concrete construction, 20 m. high:-

- a) rolling mill department producing flat and round steel bars of between 20 and 35 mm. in diameter on two roller trains;
- b) rolling mill department producing wire and rods of between 2 and 20 mm. in diameter on two roller trains.

Installed are two overhead travelling cranes and two large gas furnaces.

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(8) Compressor room, brick built, 6 m. high; installed is a compressor of six m [ ] in length supplying the shops (Fig. 14, 15 & 16) with compressed air by underground pipe lines.

(9) Canteen and fire brigade station, brick built [ ]

50X1-HUM

(10) Forge, brick built, 15 m. high, arched roof, sub-divided into three production departments:-

- a) Artillery gun barrels [ ] and ack ack gun barrels (90 mm calibre). These barrels not yet bored are delivered to the SKODA works in PLZEN.

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The production per shift of eight hours amounts to 300 gun barrels and 40 to 50 anti-aircraft gun barrels.

Installed are three spring hammers and two steam hammers.

- b) Forging of crank-shafts; these crank-shafts, about 1.40 m. in length are destined for 12 cylinder V-engines; they are delivered to the "AVIA" aircraft works in PRAGUE and to the "SKODA" works in PRAGUE. In the latter works they are fitted in the AFV known [ ] as "SKODA MASSA" (no details); 600 of them are produced monthly.

50X1-HUM

Besides this crank-shafts of three m [ ] in length are also produced; these are intended for six-cylinder engines of a speed boat. This speed boat is known [ ] to be of the German type "SIMERLINGEN" [ ]

50X1-HUM

50X1-HUM

The average production of these crankshafts amounts to 10 per month.

Installed are: three large steam hammers and an overhead travelling crane of 20 tons capacity.

- c) Forging of motor car crank-shafts for the PRAGA RND and SKODA AN types and of tractor crank-shafts; [ ]

50X1-HUM

Installed are three large steam hammers and an overhead travelling crane of 20 tons capacity.

Before despatch the products of the departments b) and c) and worked in the machine shops Fig. 15 and 16.

(11) Gate-keeper's hut, of brick construction, 5 m. high.

- 4 -

CONFIDENTIAL

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(12) Garages, brick-built, 6 m. high.

(13) Hardening shop, brick built, 7 m. high; installed are:  
4 gas stoves, 6 oil baths, 3 water baths and several blast  
air sets.

(14) Tool maker's shop, brick built, 7 m. high; this shop serves  
only for repairing machine tools of the machine shops Fig.  
15 and 16.

Installed are: 10 lathes, 6 milling machines, 4 drilling  
machines, 3 planing machines and 2 metal cutting saws.

(15) Workshop used for machining AFV turret parts; brick-built,  
7 m. high.

The AFV turret parts are steel plates measuring 60 x 100 cm.  
and are delivered from SLANY; after being machined [ ] 50X1-HUM  
[ ] - the plates are sent back to SLANY. 50X1-HUM

Installed are 50 to 60 grinding machines.

(16) Machine shop of concrete construction, 20 m. high, sloping roof;  
sub-divided in two departments:-

a) "MECHANIKA 1" engaged on the production of tubes for oil and  
naptha boring plants; the tubes (the rough castings are  
delivered by the rolling mill, Fig. 25) are 18 cm. in diameter  
with a bore hole of eight cm; the individual tubes are  
between 8 to 10 m [ ] long and are put together by connection  
bushes also produced by this shop.

50X1-HUM

Installed are: 3 large drilling machines, 20 milling  
machines, 7 planing machines, 2 overhead travelling cranes  
of 5 tons capacity.

50X1-HUM

The tubes produced are delivered to Russia [ ]

b) "MECHANIKA 2" engaged on the machining of crank-shafts  
delivered to the "MVL" works, the SPED works and to the  
works manufacturing speed boats.

Installed are: 8 large lathes, 20 grinding machines,  
15 crank-shaft lathes, 8 milling machines, 3 copying  
machines, 2 large drilling machines, 12 small drilling  
machines, 4 planing machines.

(17) Machine shop of concrete construction, 20 m. high, sloping roof,  
sub-divided in two departments:-

a) "MECHANIKA 3" used for machining motor car and tractor crank-  
shafts; installed are: 5 large drilling machines, 8 lathes,  
10 crank shaft lathes, 4 milling machines, 3 planing machines,  
7 grinding machines.

b) "MECHANIKA 4"; this shop was constructed during 1952 and had  
not yet been activated. It is intended for the machining of  
crank shafts. [ ] 10 machine tools were 50X1-HUM  
installed.

(18) Slag dump of the open hearth furnace plants.

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- [REDACTED]
- (19) Sand jet blower plant, brick built, 6 m. high; serves for cleaning crank-shafts.
  - (20) Workshop of concrete construction, 20 m. high, arched roof and sub-divided in:-
    - a) department containing four large acid baths for cleaning crank shafts;
    - b) department containing 12 large furnaces for annealing steel rods.
  - (21) Repair shop, brick built, 15 m. high; this shop serves for repairing all electric motors and plants in operation within the works.
  - (22) Assembly shop, concrete built, 15 m. high, arched roof.

50X1-HUM

- [REDACTED]
- (23) Store shed, brick built, containing oil and petrol in casks.
  - (24) Workshop called "ANTIKORO", concrete built, 15 m. high, arched roof; the production of this shop comprises non-corrosive steel tubes of various lengths and between 15 and 50 mm. diameter with a wall thickness of 1 mm. to 1.5 mm. These tubes are transported by motor vehicles to PRAGUE. [REDACTED] they are assigned for aircraft production.

50X1-HUM

Installed are three special machine tools of six m. in length, two m. in width and 1.4 m. in height working a tube of 6 m. in length within 15 minutes.

50X1-HUM

- (25) Rolling mill, concrete built, 25 m. high, arched roof. Serves for rolling round material of between 10 and 20 cm. in diameter and six m. in length on a roller train of 100 m. in length.

50X1-HUM

Installed are: a large electric furnace and two overhead travelling cranes of 50 tons capacity.

This mill is a preparatory plant for the rolling mill, Fig. 7.

- (26) Spring storing shed, brick built, 15 m. high, flat roofed.
- (27) Spring workshop, brick built, 15 m. high, arched roof. Engaged in:-

- a) Manufacture of spiral springs of various sizes; they are of between 20 cm and 40 cm in height with 8 to 10 spirals of 15 to 20 mm thickness, and supposed to be used in AFV production. Another type is about eight cm high with 8 to 10 spirals of between three and six mm thickness and provided with a locking valve. Production figures are unknown [REDACTED]

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- b) Manufacture of spring leaves for motor vehicles [REDACTED] Number of leaves of 10 mm thickness for motor [REDACTED]

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- 6 -

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cars

the production amounts to 300 springs per shift of eight hours and is delivered to the SKODA works in PLZEN and the TATRA works in KOPREVNICE.

Installed are: 5 gas furnaces, 1 large and 3 smaller spiral stretching machines; 1 spiral control machine, 4 grinding machines, 2 punching machines, 1 spring leaf bending machine, and several cutting machines.

- (28) Gas and steam producing plant; brick built, 20 m. high, arched roof.

Installed are: two large coke fired stoves and three steam boilers.

- (29) Small gauge locomotive shed, brick built.
- (30) Store shed, concrete built, 15 m. high, sloping roof. This shed contains admixing material, stones, powder, etc., used in the open hearth furnaces.
- (31) Open-hearth plant of steel and concrete construction, 25 m. high, arched roof. One chimney of 80 m. in height and 5 m. in diam. at its base is situated on the south-eastern edge of the plant.

Installed are three electric open hearth furnaces and two overhead travelling cranes each of 50 tons capacity.

The ingots produced are worked by the rolling mill, Fig. 25.

- (32) Steel ingot stores in the open air.
- (33) Steel and iron scrap yards.
- (34) Old material dump.
- (35) Railway station called "STARE KLADNO".
- (36) Workmen's colony.
- (37) DUBI railway station.
- (38) Steel and iron works "KONEV HUTE".
- (39) Direction to DUBI.
- (40) Direction to DRIN.
- (41) to KLADNO.

3. 15,000 workers, among them 1,000 females, are employed with the works, working three shifts daily. Work is carried out six days per week. The rolling mills and openhearth plants are also in operation on Sundays.

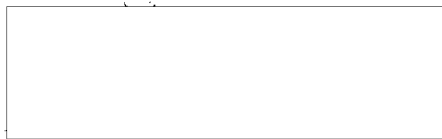
4. The works are guarded by green uniformed guards armed with pistols and posted, four strong at the entrances. The Works militia consists of reliable communist workers who, in case of necessity, can be assembled and armed with machine pistols. Arms and ammunition are stored in the cellar of the laboratory (Fig. 2).

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5. The raw material used by the works consists of steel and iron scrap; 50X1-HUM

6. The works are managed by Vaclav PONGAR, former worker [redacted]  
[redacted] Names of engineers assist-  
ing him are unknown [redacted]

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The "Bespechnostny referent" (chief of the work's security service) is  
PODANY, f.n.u. [redacted]

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- 8 -

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